

GENERAL & BUSINESS AVIATION STRATEGIC FORUM MEETING

Wednesday 21st July 2021

10:30-12:30

Conference Call via Microsoft Teams

In attendance:

Roger Hopkinson, (RH) - General Aviation Alliance, GAA (Chairman)
Marc Bailey, (MB) - British Business & General Aviation Association
Martin Robinson, (MR) - Aircraft Owners and Pilots Association
David Harding, (DH) - Deputy Director, General Aviation, Safety, Skills and CAA, DfT
Rebecca Christie, (RC) - Head of Airspace Modernisation and Resilience, DfT
Jai Nathan, (JN) - Head of General Aviation Policy, Skills & Stakeholders, General Aviation, Skills, Safety and CAA Division, DfT
Rob Bishton, (RB) - Director, Safety & Airspace Regulation Group, CAA
Sophie O'Sullivan, (SLOS) - Head of Remotely Piloted Aircraft Systems Unit & General Aviation Unit
Jon Round, (JR) - Head of Airspace, ATMs & Aerodromes, CAA
Stu Lindsey, (SL) - Head of Airspace Modernisation, CAA Strategy and Policy (CSP) group, CAA
Glenn Bradley, (GB) - Head of Flight Operations, CAA
Lorina Blackler, (LB) - PA to Head of Remotely Piloted Aircraft Systems Unit & General Aviation Unit (Secretary)

Observing: Phil Dunnington, (PD) - GA Advocate, Ben Banfield, (BB) - Head of Strategy and Engagement, DfT

Apologise: Richard Moriarty, (RM) - Chief Executive, CAA

1. Introduction & apologies

The Chair opened the meeting and with introductions and apologies from Richard Moriarty and welcomed Lorina Blackler as the covering secretary whilst Laura Greenslade is away.

The chair updated the forum on items that have happened since the last GBASF meeting on 11th May 2021.

- Report against the Government Programme - a meeting has been set up on 2nd August 2021, for the Chair, Martin Robinson and Marc Bailey, to meet with the Aviation Minister. (David Harding and Richard Moriarty may attend).

Areas in progress: –

- a) GA Programme
- b) AMS
- c) Post Brexit opportunities
- d) RPAS
- e) PBR
- f) CAP 1123 - highlighting inducing the burden of cost and maximum delegation
- g) CAP 1816 – Recreation Sector the independent review of the safety aspects concluded that the level of safety in GA is acceptable.

2. Agreement of minutes from the last meeting - Approved.

3. Action Log Review

- **Action 116** - DH to discuss with Chair about paper to Secretary-of-State and report back **Update:** DH – Discussed internally within DfT /GAU at CAA on Stakeholder Governance and Bodies. GA for

Business Forum and how this forum sits alongside other stakeholder groups. The Chair stated this was an important issue raised when the GBASF Team met with the CAA Board several months ago. CAA are looking at it within the GA and an update will be given later in the meeting- **Action Open - ongoing under review**

- **Action 118** Chair to set up Secretary-of-State/Aviation Minister GBASF briefing **Update:** RH has set this meeting up – **Action Closed**
- **Action 123** DH and RGP to look at creating a high level one-page activity plan (similar to the EASA roadmap) to show progress and generic terms **Update:** Covered by DfT in the GA Strategy Roadmap Document – **Action closed to be removed from Action Log**
- **Action 124** Strategic Discussion on Pilot Training – noting opportunities post Brexit. DfT and MR to report the outcome of this meeting at the next GBASF **Update:** MB on the agenda for today's meeting item 4
- **Action 125** MB and DH to discuss network airfields offline and pick up again at the next GBASF **Update: on today's agenda item 4(d)**
- **Action 130** At RB and RH next 1:1 meeting, discuss what the CAA can do to help simplify regulation **Update:** RH – The meeting with RB was cancelled last week and will be rescheduled. RB would like more information on what the specific issues are how to take this action forward. **Action - on-going**
- **Action 131** JR to respond to MR question: If it's not possible to reach a settlement with the EU on the use of the EGNOS safety of life service and where the ESPAS signal will still remain useable without an EGNOS working agreement, will the CAA allow and approve LNAV PLUS V for approaches in IMC whether it's a no signal performance commitment in compliance with ICAO annex 10 SARPS? **Update:** MR Covered in last meeting - open Item still. MR had communication from CAA with monitoring the EGNOS signals, so LNAV, VNAV and LNAV plus V are active at pilot's risk. There is no legal certainty from DfT as this signal is used at the Pilots risk. Compliancy with ICAO Annex 10 SARPS must be maintained when using services of third country. GB - for clarity the augmented signal is not utilised in the UK. Aircraft can fly LNAV and LNAV/VNAV approaches if suitably equipped. Pilots can't take advantage of the SPAS augmented signal to fly LPV approaches. Impact analysis is based on the LPV approach on 15 (fifteen) affected airfields (ILS not counted or Channel Islands, Newcastle EGNT or Preswick EGPK), with differences in LNAV and LPB minima, some can take advantage of LNAV/VNAV minima. Most of the affected airfields are 200 feet minima on decision height on a LNAV/VNAV approach. Pilots are not able to use the augmented signal in the mainland UK, LPV minima is not used. A statement can be made available for clarity. **Action** GB/RB will discuss with comms to see how to get message out. **Open Action Removed from Log and to be revisited later.**
- **Action 135** – GA Unit Position and Progress GA Change Panel – **Update:** SLOS is going to be showing the high-level principles in today's meetings and updated ToR will be discussed at the GAP meeting. **Action Closed**

MB noted that ARPAS had been mentioned in the action item by the Chair and asked if there was a proposal that ARPAS that should be represented in the GBASF in future? The Chair responded that this action will be taken as part of a review looking at all the meetings generally - **SLOS to action.**

New Action - SLOS to consider as part of the work on the stakeholder engagement

4. DfT Position and Progress

a) Covid-19 and recovery

- DfT has update guidance for GA Government's Roadmap for easing coronavirus measures. From the 19th July to state that all national restrictions have been lifted.
- Domestic GA flying and flight training continues without restrictions. Government guidance around health measures, are still in place, including guidance for major events/large gatherings of people indoor/outdoor, international travel restrictions are still being in place. DfT will keep guidance online for the coming weeks and then review.

- DfT/CAA are working together monitoring safety aspects of the return to flying with safety campaigns and guidance.
- DfT acknowledges Covid 19 impacts are likely to persist, eg in terms of financial stability. DfT will continue to monitor promote awareness of the support measures that are in place.

b) Brexit - including Strategic Discussion on Pilot Training

- DfT/CAA consider operational impacts with of EU transition in the GA sector and post EU exit policy – this is being considered across aviation.
- GA Change Programme was based on the GA Industry consultation providing sector priorities.
- The Aviation Safety Rule-Making Programme has been established considering future rule making priorities, structured process that includes policy design, consultation and impact assessment as well as legal processes Further detail will be shared on engaged and consulted as part of this process.
- DfT has also established the Aviation Safety Industry Engagement Forum with GA representatives, and offers the opportunity for the sector to feed in views.

c) DfT GA Programme

- Since the last meeting there is progress across GA Programme, the GA Road Map and the Written Ministerial Statement on the value of GA. These are published highlighting the Government's ambitions for GA over the next 12 -18 months.

d) Airfields (including ADAF)

- The Airfield Development Advisory Fund delivered in May, with positive feedback.
- The DfT has highlighted areas where policy can be improved in mixed use of airfields. Policy is being looked. Ministers have expressed a keen desire for this to be progressed.
- The CAA's Airfield Advisory Team (AAT) provides independent aviation advice and support to both licensed and unlicensed airfields.
- MHCLG – DfT continue to discuss planning and policies matters affecting GA. DfT have limited influence on planning matters/applications, however upcoming planning reforms afford DfT the opportunity to ensure new measures best support GA's interest.
- DfT are developing guidance for Local Authorities which will promote the value of GA.

e) Airspace

- The DfT continues to work to deliver the GNSS Programme including the potential launch of phase 2.
- DfT continues to work with the CAA on the EC devices Rebates Scheme. This will be extended to the end of the financial year with over 3,800 grants helping to improve safety around GA flying.
- Work is continuing improving GA representation in airspace policy.

f) Skills

- DfT have continued to support those affected by Covid-19.
- Promoting the Aviation Skills Retention Platform which was launched in February 2021 with strong update from companies and individuals.
- The Skills Retention Platform is now offering funded training places to unemployed aviation sector workers via the CAA to help retain skills within the aviation sector.
- Work continues with the DWT and the DFE on the use of Flexible Support Fund for redundant aviation support workers. Guidance documents are being developed.
- DFE are working to protect apprenticeships, including the First Officer Pilot Cadet Apprenticeship Scheme.

- Barriers to Entry research report, highlighted the perceptions young people have of the aviation and maritime sectors careers. Approval to publish this is expected in the late summer 2021.

g) GA Research

- DfT have approved two research reports on GA and waiting publication (see section 9 below). These will be shared with stakeholders.

h) Net Zero Consultation & Transport Decarbonisation Plan

- DfT Aviation Decarbonisation Team launched the Jet Zero Consultation and Transport Decarbonisation Plan—Decarbonisation transport for a better, greener Britain. on 14th July 2021.

The consultation focuses on the rapid development of technology, benefiting air travel and maximise the opportunities of decarbonisation for the UK through 5 measures: -

- Increasing efficiency of existing aviation system
- Developing Abashes plans for the UK sustainable fuel industry
- Accelerating the development of Zero emission of aircraft in flight
- Developing and implementing carbon markets and greenhouse gas removal methods
- Exploring how to influence consumers to make sustainable travel choices.
- Proposal - commitments to the UK aviation sector to a reach Net Zero by 2050 with early target of 2040 with domestic aviation and 2040 zero target emissions at airports in England.
- The department are keen to hear views on the proposed approach, recognising the value of vast stakeholders in this arena.
- The consultation lasts for 8 weeks (end date 8th September) – encourage stakeholders to respond to the consultation shaping the final Jet Zero Strategy.
- DfT have also published on evidence and analysis document which summarises the evidence used to illustrate pathways to net zero aviation by 2050.

a) GA Advocate – PD update

- PD visited 12 airfields meeting with airfield managers, owners and major operators/contributors to the airfields, to understand where people are in the recover process/future.
- ICAO Audit – this is internal to the CAA. The CAA is keen to find out more.
- PD - issues following Brexit across the board, not specific to licensing, but reciprocity in general. To be discussed at the meeting next week covering Commercial and GA.
- SLOS advise she can only act on the GA aspect. With the Aviation Skills Retention Platform, the industry is developing beyond skills development continuing even after the programme is discontinued.
- Decarbonisation of the GA sector needs an alternative fuel for aircraft and there must be a drive in the market to encourage this to happen through GA partners and the DfT.

RB addressed points raised: -

- The CAA /DfT are encouraging a lot of interactions with the GA community post EU exit around aviation licensing policy. This is about proportionality across all sectors and reform in GA.
- Corporate memory, the CAA/DfT has had challenges in GA. The CAA board is interested in work and stakeholders are taken seriously.
- The GA/RPAS units has some of the best people. 100 plus individuals in the CAA operate sports and rec aircraft.
- Financing activity within the GA sector comes from DfT funding and within the CAA itself.

- The CAA will continue to listen and take formal minutes to improve communications and alleviate the concerns of the GA community.

Action for next meeting - Martin Robinsons discussion of pilot training with David Harding to move to the next agenda, this is a key agenda item

5. GA Position and Progress

Update on the progress to cover the GA and RPAS OD.

SLOS will cover the following points: -

- Organisation Design (OD) over the last 2 months
- Summary of the engagement over the last quarter
- Approach to GA sectors and engagement (national rule making and update on safety audits and change programme, tactile and strategic will be covered in the GAP meeting on the 22nd July),

Overview OD

- The GA Unit has held workshops around GA.
- The finalized OD helping to bring things together with Tier One and Two management teams.
- The Teams have looked at different ways to bring together GA and RPAS and divide them by product, process, customer groups or matrix management. SLOS will share the slides with everyone with a catalogue being created and comms providing clarity to customers
- GAU and RPAS team has a Function of Structure supported by a resources pool.
- There are areas in the GAU/RPAS team that need to be kept separate and others that can be combined: -
 - Technical policy issues
 - Stakeholder Manager and distribution lists will be kept separate
 - Principals of oversight and multi yearly projects to transform POD or legal segregation these need to be similar to engagement and the deciding options are stakeholders.
 - Business ops and back end process management is being bought together.
 - GA technical policy has used the resource pool for oversight over a 12 – 18-month period. If an area has a longer time frame, then this will be dealt separately.

Quarterly Engagement categories were discussed: –

- Multi sector and high-level strategic meetings in category 1,
- Adhoc sector specific meetings, aligned to working groups and the change programme - category 2
- Pop ups - Category 3

Slides and the Management Organisation Chart where shown that will be presented to the GAP meeting on the 22nd July 2021.

GA sector and the approach to engagement and change panel.

- The BPL and SPL transfer delay were inciteful. In 13 GA sectors different groups need to communicate with the CAA prior to changes.
- The CAA sees 6 cross cutting capabilities needed in GA.
- The Change Panel - experts in strategic programmes. Consisting of 5-6 members, nominated at the GAP meetings. One of 6 users' profiles will form an open discussion around what does it mean to be an examiner or an instructor? That input can then go into licensing's, maintenance, airworthiness, those using PMD.

The change programme will be utilised in three strategic areas: -

- Licensing
- Maintenance of airworthiness
- PMD

The Tactile programmes and National Rule making will be presented at the GAP meeting.

Quarterly the CAA will show products that will be available in GA.

- National rule making, the CAA will give advanced awareness on opportunities of change and who in each sector will need advance notice of those changes.
- Everyone on the list will be a member of the GAP.
- The CAA will request feedback from these sector slides, and they were be a working document.
- The slides cover - Balloons, Sailplanes, light aircraft, microlight and SSSR, Air Display, Training Schools DTO/ATO, Rotorcraft, Ex-Military Aircraft, Parachuting, Unlicensed Aerodromes, Various sector and the Multi Sector Representatives.

The Chair asked about CAP 1123 - has the CAA considered the direct delegation from the DfT on airworthiness and maintenance of sport and recreational aircraft? What is the best practise, what is going to be done and should this be discussed with DfT and CAA?

SLOS responded - changes in the delegation of regulation CAP 553. What is the CAA asking from the association delegated and visa versa?

There have been 5 incidents with delegated authority across GA/RPAS and is the CAA clear on what is asked and what will come out in the form of agree principals. What is the future product going to be like with more delegation? The CAA principles of where to delegate is sensible, reasonable, appropriate, there has to be a clear methodology on how this is going to be done by the CAA and DfT. The CAA are the nominated regulatory authority in the UK and anything moving away from that would raise a legal question.

MR wanted to raise several questions: -

- By merging some of GA with RPAS in areas of technology, will this benefit economies?
- Around autonomous traffic management systems, what will happen if the RPAS and the GA community were integrated in that process.

SLOS agreed that professionally the CAA may not always agree with the GA community. Concerning RPAS, collaboration is on the ANS and CAA's approach on the AMS - AIRSPACE modernisation strategy. The CAA could extend that to initiative operations within airfields. This will be part of collaboration.

RB – Individual factors have to be looked at around licencing, wet lease of airframes and what does this mean to the UK commercially including the Commercial sector. In the GA sector it is about industry and making sure sports and rec is healthy, including the STEM work. What is the long game for the UK? This is a Government decision with a full plan for the future envision in the UK industry within 10 years across the whole of aerospace and the aviation sector.

Action - The Chair suggested that the “direct delegation” discussion should be reviewed outside the meeting with himself, the CAA - SLOS, RB and the DfT - DH and PH. Action RH

6. Airspace Position and Progress

Infringement process update

The CAA amended CAP 1404 earlier in the year. Further amendments will be in early August including an appeal process for those with suspension and with no right of appeal. This is important gap to fill around airspace infringement process being upgraded and improved. There will be a separate CAA team reviewing the activity and the external appeals, the DfT will continue to handle with other colleges.

3 Infringements of concern: -

- The CAA were concerned that there was going to be an increase in Airspace Infringements, however the numbers are no higher than found in 2019. Multi infringement trends have been identified on single flights, the maximum is 7, whilst flying the length of the country. Indicating a cavalier approach to return to flying. Pilots have got out of the practise of planning/preparation leading to major errors.
- Skywise released a notification concerning overheating of electronic tablets during pre-flight preparations. The CAA recommend that back up navigation alternatives are carried on the flight. Overheating electronic tablets cause airspace infringements, pilots carrying only tablets and when they overheat, navigational aids are lost.
- Growing ATZ infringements - The CAA are concern around Airprox incidents.

Points emphasised to the members and use of back to basics, keeping things simple. Good news is the reported numbers are not higher.

Significant ACPs being progress

- The Inverness EGPE decision is released in September
- Luton EGGW and Stanstead EGSS Holding AD6 decision (if nothing happens) will be released September/October - Triggered Criteria for public evidence session with extended time if required. This is a call-in period. The GA sector is engaging with NATS and currently with DfT management. There is a lot of focus on this from airlines, airports, NATS and the Government.
- Haverfordwest Airport EGFE—close to a decision, the CAA and working through issues. Decision due in August.
- London Heathrow EGLL - Steeper approaches into the airfield due in August
- TDA - Space Port ambitions – launching rockets out of the Benbecula Range off the west coast this year, through TVA linking danger areas, not impacting flights. ACP's and JR can share these with the group. Airspace demand also from the Atlantic to the Azores and the other 5 FIRs crossed. The Press and media hype is high; and will take a long time to approve.

EC

- This is ongoing work for the CAA with funding supported by the DfT for the EC Devices Grant Scheme
- The CAA wants to have a single voluntary technical standard across the board. The CAA has been in discussion and joined by PD. DfT, Ministers and Secretary of State will have a meeting. This is not mandated, once standards are in, this will move to a localised affected mandate.
- This standard will improve access to airspace.

JR met with Inmarsat to discuss ENGOS replacement. Inmarsat can launch a constellation with a group L band satellites in place by 2024 – 2026. UK constellation to be in place in the 2027-2028 and are fully aware of the time frame/costs the UK paid to Europe for the EGNOS system. They can offer a better package to the UK Government. Trials start in a couple of months.

7. Airspace Modernisation Strategy (AMS) Position and Progress

- AMS Funding support package – the FASI North and South Airports is moving forward and generating activity amongst FASI 18 airports and grants are being paid out.
- AMS Support Fund – like the FASI small gap fund and to ready in September. It is a honorary money Fund that neither NERL or the CAA can apply for. In 2021 it was 2 million pounds, moving forward this will change.
- The CAA and DfT have commissioned ACOG to include FASI N into the master plan. This has been accepted.
- The CAA are working through the feedback on the Assess and Accept criteria for the Masterplan, this will be published shortly, setting out criteria through which the CAA will accept/reject the Masterplan, reflected in the AMS. Completed in a couple of months.
- The CAA are constructing pre engagement activity for the AMS Review. Consultation, late quarter 3 or 4 this year with publication in quarter one 2022. Feedback, listening sessions have been completed, and concluding requirement gathering sessions. ToR will be created with workshops. A review/challenge panel will be set up to work through August and September to inform preparations up to the consultation and publication.
- The AMS Review – the content is being refreshed with contextual changes. Nothing significant will be removed, but new areas of focus integrated into AMS, eg new technology. The structure will change, in past a strategy and delivery plan, this will be separated into the strategy (the story and vision) and delivery plan.

8. Aviation Services

Aviation working together, with delivery on passengers, cargo and support services. RB stated the industry is working on recover for the next 18 months. Aviation focus is on next generation, ensuring resources for aviation, eg aviation skills retention platform, building on that and the next generation. The aviation industry agreement to be postponed until the fourth quarter this year.

9. Network Airfields Update

This is an important research area supporting the White Paper. The demand for flying is changing, flying hours will increase. Ministers have talked about slots, handing back. Debates with Government departments are ongoing.

- DfT has two research projects recently undertaken which will shortly be published on Gov.UK.
- Survey of issues affecting the sector – although a small sample size, the research provides DfT a snapshot of the uses and views of the sector, primarily COVID. EU-Exit. Decarbonisation and financial constraints.
- Airfields and typologies – A report by York Aviation on the different types of airfields, their value and contribution to the wider economy. DfT will then refine the typology moving with regards to exploring a strategic network of airfields.
- These reports will shortly be published by the Gov.uk

Action DfT to share the research with GBASF once published

10. Any Other Business

MR - Concerns at Coventry Airport EGBE - develop the Giga factory. A vertiport into Coventry is a loss to manned aviation. Local people have stated alternative sites are available for the giga factory. How is this going to be addressed by the DfT?

DH – DfT are monitoring Coventry (EGBE) and Wellesbourne (EGBW). As these are planned actions, DfT are not to be seen interfering with the planning decisions. The CAA's AAT are assisting, and the

issues remain on the radar of the Ministers. Current planning policy (NPPF 105f) offers a relatively strong policy position for airfields. The DfT will explore what more can be done via any planning reform.

The Chair asked if there was anything else and thanked everyone for their attendance.

Upcoming Meetings

- Wednesday 13 October 2021, 10.30-12.30, Location Teams Meeting Online